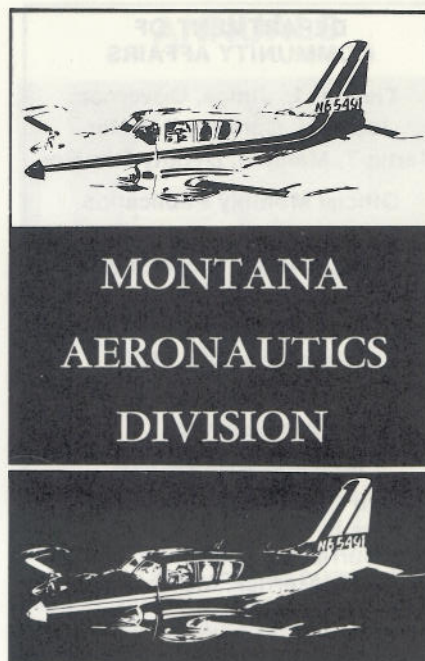




Panelists for recent ADAP orientation meeting. Left to right: Bob Mensing and Max Bard, FAA Rocky Mountain Region, Denver; Robie Strickland, FAA Helena; Mike Ferguson and Dave Kneedler, Aeronautics Division.



VOL. 27, NO. 10

OCTOBER, 1976

REMINDER

PLEASE NOTE EFFECTIVE OCTOBER 1, 1976 OUR BOX NUMBER CHANGED TO P. O. BOX 5178.

Butte Pilot Exhibits Skill

According to an article by Mike Babcock of the Montana Standard, Al Eisenbart, a Butte Aero pilot successfully overcame a malfunctioning landing gear to land a twin-engined airplane at Bert Mooney Airport recently.

When he found his nose gear wouldn't lock into position he aborted his landing at Great Falls and returned to Butte with his three passengers. He shut off both engines on final approach, put the propellers on a horizontal plane and managed to land with only slight nose and prop damage and no injuries to his passengers.

AIRCRAFT ACCIDENTS

There were 25 aircraft accidents in western Montana through September, 1976, six of which were fatal accidents with ten fatalities, according to information furnished by FAA General Aviation District Office in Helena.

1977 AIRPORT DIRECTORY

Work on the 1977 Montana Airport Directory is now under way. Throughout the year we have received many cards, letters and phone calls bringing to our attention changes which need to be made in the directory.

We ask that you please take a minute to thumb through your directory and let us know if you find any changes which should be incorporated in the 1977 edition. Your comments and suggestions are always welcome on new ways to improve this service.

YELLOWSTONE AIRPORT CLOSED FOR THE SEASON

On October 1 the Yellowstone Airport closed for the 1976 season. This year a record 20,312 airline passengers were served by Western and Frontier Airlines and there were over 4,700 aircraft movements in the four-month period.

Pilots are reminded that even though the airport is legally closed, it may still be used at the pilot's own discretion. To check on airport conditions you may call (406) 646-7640.

GREAT FALLS HANGER SPONSORS FLY-IN

We have received notice that the Great Falls Hangar will sponsor an MPA Fly-In at Jackpot, Nevada October 29-30. You can gamble to your heart's content. For more information and free lodging, contact Patty Thompson in Great Falls at 452-8800.

DO YOUR CHRISTMAS SHOPPING EARLY

If you have not read the aviation history "Montana and the Sky" by Frank W. Wiley, former Director of the Montana Aeronautics Commission, you have missed a real treat. Or, if you know an aviation enthusiast, this book is an ideal gift for that person.

Written by Frank W. Wiley, under the auspices of the Montana Aeronautics Commission, the book is an authentic history of aviation in the great west. It contains more than 200 rare aviation photographs—stories of the adventures of 100 pioneer pilots and a history of events in aviation between the 1860's and the 1930's.

Cost of the book is \$10.00 and orders may be forwarded to the Montana Aeronautics Division, P. O. Box 5178, Helena, Montana 59601.

**DEPARTMENT OF
COMMUNITY AFFAIRS**

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Judith H. Carlson, Director
Martin T. Mangan, Deputy Director**

**Official Monthly Publication
of the**

AERONAUTICS DIVISION

Phone 449-2506

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Helena, Montana 59601

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Edited by: Bernice M. Peacock

THURBER'S HELENA

**Administrator's
Column**



The Aeronautics Board met September 24. A delegation from West Yellowstone and an official from the FAA met with the Board regarding the possibility of funding eligibility through the provisions of the newly passed ADAP bill. It was learned that this is an eligible item and if the West Yellowstone community can come up with their 10% share a feasibility study will be undertaken regarding winter operation at the Yellowstone Airport.

The Board discussed the declining financial situation of the Aeronautics Division and proposed legislation to obtain adequate funds to sustain operation of this division. The consensus was that a fuel tax increase will probably be the most logical answer. This matter will be discussed in more detail at the November 4 meeting.

Frank Wiley and his new bride Rose were introduced to the Board members. As you all know, Frank was our first Director of Aeronautics and served from 1946 to 1962. Our congratulations to Frank and Rose!

* * * * *

I attended the Flying Farmers Convention held in Lewistown October 1, 2 and 3. I presented our recommended amendments to HB121 re aircraft registration on Saturday at the business meeting. Although I intend to discuss these recommended changes with the Montana Pilots Association and the Montana Aviation Trades Association, the Flying Farmers concurred with the proposed amendments

and passed a resolution to allow their board to support same at the time these amendments are in their final form.

At the Saturday evening banquet Ted Schwinden delivered a non-political speech regarding current agricultural matters which was well received.

It was enlightening to have so many of our Canadian Flying Farmer neighbors present at this convention and to find that their problems and interests in agriculture are parallel to ours.

The new officers installed were:

President, Richard "Dick" Strouf, Moccasin

Vice President, Woodrow Leininger, Lewistown

Secretary-Treasurer, Helen (Mrs. H. James) Stephens, Chinook

Queen, Marilyn (Mrs. Woodrow) Leininger, Lewistown

Directors: James Hanson, Hardin; David Stephens, Dutton; Harold Dyck, Wolf Point

Directors continued from last year are: Edwin Nick, Kalispell; Jerry, Sachner, Wolf Point; Guy Willson, Geraldine

The Teen Chapter was re-formed this year and officers installed at the Saturday night banquet were:

President, Jeff Parrott, Roundup

Vice President and Public Relations, Scott Langhus, Big Timber

Farmerette and Secretary-Treasurer, Holly Wade, Great Falls

* * * * *

The Aeronautics Board held a hearing October 5 on the Christler Flying Service application for a DC3 commuter route between Missoula and Billings with intermediate stops in Helena and Great Falls, and a Twin Otter route between Missoula and West Yellowstone, with the possibility of future intermediate stops in Hamilton and Dillon. A ski-equipped Twin Otter is proposed during the winter months.

A decision on whether or not the application will be granted will be reached at a Board meeting November 4.

* * * * *

In closing, I would like to draw your attention to the article in this issue written by Dale Uppinghouse regarding the "bargain aircraft maintenance." As an A&P/IA, I speak from first hand knowledge in concurring by adding "Amen."



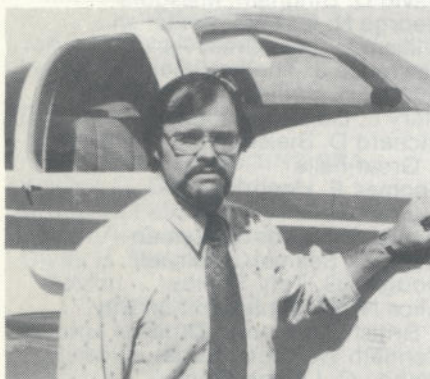
Frank Wiley and his new bride, Rose, at the Aeronautics Board meeting September 24.

ANNUALS



A portion of some 39 airport managers, board members and consultants in attendance on August 17.

AIRPORT/AIRWAYS BUREAU



By: **David C. Kneedler, Chief**

A meeting sponsored jointly by the Aeronautics Division and the Federal Aviation Administration was held in Helena on August 17 at the Highway Department Auditorium. Thirty-nine people were in attendance from an invitation list which included all airport boards, airport managers and interested consultants in the state.

Main purpose of the meeting was to get as much current information as possible out to the aviation community as quickly as possible. To this end Mr. Max Bard and Mr. Bob Mensing, both of the Rocky Mountain Regional Office of the FAA in Denver, were on hand to discuss the new ADAP law and its

changes and implications. Max is Chief of the Airports Division in Denver, while Bob is Chief of the Planning/Programming branch. Also taking part was Robie Strickland, Chief of the Airports District Office, FAA, in Helena, and Mike Ferguson and myself to answer questions about our respective programs. Since the expiration in June, 1975, of the old ADAP law, much badly-needed work has piled up. These needs had the effect of increasing the interest and participation in the meeting by those attending. I feel that it was successful and time well spent.

On a similar subject, the ADAP/PGP training course originally scheduled in Denver from September 27 to October 1 is now set for the week of November 15-19. The 36-hour course is designed to meet the needs of consultants, public officials, and financial managers of airports who work with FAA grant programs. It will focus principally on procedures and problems involved in undertaking an airport development or planning project under provisions of the new ADAP legislation. Particular attention will be given to new items of eligibility to include terminal development, snow removal equipment, noise reduction measures and land for compatible land use. Tuition is currently estimated at \$142.00. Applications for enrollment will be available through your ADO within the next few days.



By: **Dale Uppinghouse**
Accident Prevention Specialist
Billings FAA-GADO 1

Most A&P mechanics, including A.I.'s that I have met are human. Being human, they are sometimes subject to shortcomings. When we put pressure on them to give us a bargain on an annual inspection, we may find an A.I. who will do it for less than the going rate. He, chances are, hasn't allowed himself enough time to do the job right. Maybe he doesn't have current Inspection Aids or Airworthiness Directives. Maybe he has no jacks for your retractable. We, the owners, are every bit as responsible for the resulting poor job because we put pressure on him to get the price down.

A cheap inspection is no bargain. Please let the mechanic do the job right. There are more things to check on these modern airplanes than there were on the old crates. The filters on the vacuum driven instruments are a very fine mesh. Tar from tobacco smoke sure does gum those filters up. Add a little dust and they get plugged. They are easy to replace but they usually aren't on the checklist that the mechanic uses. Ask him to add this item to the list. The altimeter and static pressure tests are required within 24 months. The annual is a good time to see if it has been done.

Did you make a hard landing last summer? Most of us don't like to tell about lousy landings we have made, but if we really dropped it in, we had better let the mechanic in on it. Swear him to secrecy if you like, but tell him so he can look specifically for structural damage.

The purpose of the annual is not to make the FAA happy. It is to help insure your safety and that of your passengers. Get a good one.

NAVIGATIONAL AIDS



By: Gerald C. Burrows

Non-Directional Radio Beacons

The Aeronautics Division operates a network of 19 non-directional radio beacons (NDB's), or H Markers, throughout the state.

Any aircraft equipped with an ADF can use these stations for direction finding, for homing or, on certain stations, for a nonprecision instrument approach to the airport.

The transmitters operate in a frequency range of 200-415 KHz with a power of 25 to 100 watts. They are AM with a 1020 cycles audio tone and provide non-directional radiation pattern. A three letter morse code group identifies each station.

STATE OPERATED H MARKERS OCTOBER 1976

	Power	Frequency	Identifier
Broadus.....	25 Watts	335 KHz	BDX
Circle.....	80	245	CRR
*Conrad.....	25	293	CRD
Eureka.....	80	392	EUR
*Forsyth.....	25	236	FOR
*Glendive.....	100	410	GDV
Hamilton.....	100	410	HMM
Jordan.....	100	263	JDN
Malta.....	25	272	MKL
Plentywood.....	25	251	PWD
Polson.....	100	275	PLS
Red Lodge.....	100	203	RED
Roundup.....	25	362	RPX
*Shelby.....	25	347	SBX
*Sidney.....	100	359	SDY
W. Yellowstone (1).....	100	338	LOW
*Wolf Point.....	100	404	OLF
Harlowton.....	80	242	HWQ
Baker.....	80	344	BKU

*Instrument Approach
(1) June-September

The stations are maintained by qualified electronic technicians under strict FAA and FCC regulations and they are monitored electronically to

give a warning of any malfunction. Our office keeps a stock of major components for all the transmitters, thus giving us a high degree of reliability and a minimum of down time.

Please call your local fixed base operator or this office should you know of any stations not operating satisfactorily.

Nearly all of the stations have been inspected during the last two months with many improvements planned for the near future. The pictures accompanying this article were taken during these inspection trips.

Unicom

Who benefits from having 50 unicom stations throughout the state? It is the Montana Aeronautics Division in our efforts to foster aviation and provide air-to-ground communications? Is it the local community or fixed base operator in providing a service or sell services to the pilots? Is it the pilots in being able to obtain local airport conditions, or having a phone call made for transportation? . . . Or . . . does anyone benefit?

How many times have you tried calling some town with no results and find the unicom turned off when you get on the ground? Unfortunately, this seems to be the rule rather than the exception. Many stations that are not turned on and manned during daylight hours will be removed from service. The unicom and antenna will be physically removed UNLESS you, the pilot, the board member, the fixed base operator, or local businessman get involved . . . to insure that the radio is turned on, the log filled in after each contact and the operators are all properly licensed. That's all it takes.

Violation notices from the FCC start arriving every time they visit the state and start checking unicom stations. Radios not manned, logs not entered, etc. A great deal of time, effort, and paperwork is expended each time a notice is received.

"Is it worth it? Does anyone really care?" I wonder. Our expenses and time spent on the program will be cut 25 to 50% when we remove all the non-productive stations. Is your community going to be one to help us save time and money?

This may seem a little harsh but it is the truth. We started the unicom program in 1957 to provide a service for the many airports and aviators in Montana and will continue to assist those communities showing a need and

responsibility to operate the radio. If we can help your community to retain its unicom, please let us know.

For the communities and operators of the 25 or more stations conscientiously operating the unicom and complying with the FCC rules, OUR THANKS. but please do not relax your efforts.

CONGRATULATIONS



FAA CERTIFICATES ISSUED

RECENTLY TO PILOTS

STUDENT

Dwight T. Holman, Great Falls

PRIVATE

Paul J. Walker, Rindsdale, IL
Keith L. Klos, Great Falls
Lorrin A. Darby, Jr., Great Falls
Patrick A. Tresch, Helena
Ronald M. Harmon, Havre
Sherry J. Reddick, Butte
David D. Bingham, Missoula
George N. Oswald, Whitefish
William H. Lee, Great Falls
Lawrence J. Thomas, Helena
Donald B. Bollinger, Conrad
Mary L. Corts, Missoula
Richard D. Bielefeld, Great Falls
Thomas E. Hendricks, Great Falls
Daniel S. Nelson, Bozeman
Garry D. Seaman, Kalispell
Douglas G. Taft, Shelby
Alice N. Bottomley, Union Bay, British Columbia, Canada
Kenneth W. Keefe, Butte
Wendy O. Larson, Shelby
Ralph S. Wright, Billings
Dwight T. Holman, Great Falls
Wayne E. Jennings, Bozeman
Dallas W. Keck, Havre
Larry G. Martinson, Havre
Thomas E. Bruckman, Havre
Walter Baszler, Polson
Robert A. Bakke, Missoula
Jeffrey S. Sorg, Hamilton
Scott A. Kamlowky, Helena
Eugene R. Tefre, Reserve
Marjorie M. Rhoads, Mildred
Alasdair S. Cameron, Jordan
John D. Senner, Billings
Jean G. Gauthier, Gravelbourg, Sask. Canada
Don E. Weamer, Forsyth
Steven E. Husbner, Ennis
Bruce E. McKee, Billings
Franklin D. O'Loughlin, Billings

COMMERCIAL

Leonard Klassen, Glasgow
Thomas O. Markle, Glasgow
Patrick A. Herrig, Jr.,
Bozeman

Lawrence G. Nelson, Helena
John H. Williams, Kalispell

INSTRUMENT

Martin V. Lau, Missoula
Leo Shellerud, Richland
Rodney R. Herrig, Havre
Michael W. Overstreet,
Helena

Claude R. Erickson,
Livingston

James D. Miller, Great Falls

Neal M. Johnson, Power

Merrill E. Pearcy, Jr.,

Miles City

MULTI-ENGINE

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Hettinger, SD

Lawrence G. Nelson, Helena

Thomas A. Gibson, Billings

Thomas O. Markle, Glasgow

FLIGHT INSTRUCTOR

Clint N. Collins,
Manhattan

Perry A. Scheidecker,
Red Lodge

AIRLINE TRANSPORT PILOT

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Richard H. Potter,
Missoula (DC-B26)

GLIDER TOW

John A. Winnie, Kila

Herbert B. Fisher, Jr.,

Manhattan

Donald I. Stanfield,
Bozeman

SINGLE ENGINE SEA

William G. Barba, Polson

Arthur R. Peterson, Polson

Luther R. Gutz, Polson

Clyde H. Fredrickson,
Polson

PARACHUTE RIGGER

George R. Scott,
Missoula (B&C)

PILOT AIDS

Montana Aeronautical Chart.. \$2.00

Montana Airport Directory:

Loose leaf binder..... \$1.00

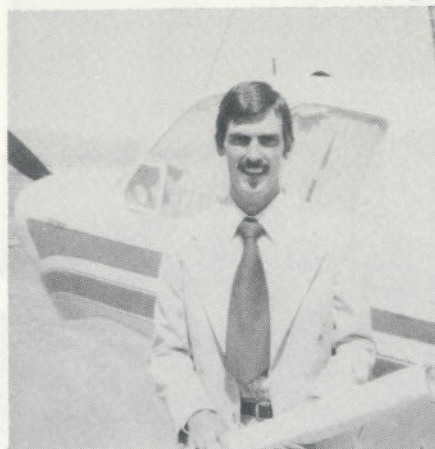
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Where in the United States does water flow three directions: into the Gulf of Mexico, to the Pacific Ocean, and to Hudson Bay? At Triple Divide Peak in Montana's Glacier National Park. It is plainly visible from the magnificent Going-to-the-Sun Road across the park.

UPDATE ON THE PLANNING PROCESS



by: **Todd C. Wirthlin**
Airport Planner

In the last article I tried to expose how the planning process is used in our own lives and what basics there are to planning in the whole. Now, I would like to describe the elements that are in this Montana Airport System Plan update.

The specific elements included in a continuous program are designed to monitor, enhance, and revalidate the existing airport system plan. The degree of analysis and the breath of the program are dependent on the objectives and requirements of the planning area. For instance, intermodal aspects may be emphasized in urban areas while data maintenance and service activities may be more useful for rural areas. Whatever the differing planning requirements are, a continuous update program contains five broad components.

1. Surveillance
2. Coordination and service
3. Re-evaluation and reappraisal
4. Special study
5. Reports

1. Surveillance includes identification of changes in issues, goals and objectives as well as of constraints affecting the airport system. Besides updating, an adequate surveillance program provides an indication of when changing circumstances warrant plan re-evaluation.

2. Coordination and service. This element of the updating process consists of maintaining coordination with those involved or affected by a plan-

ning program and of providing data and assistance to private organizations involved in development and implementation programs.

3. Re-evaluation and reappraisal. This element is the evaluation of the basic airport system plan in relation to the existing conditions. Re-evaluation is necessary when surveillance reveals changes or identifies constraints which have impact or affect the validity of the existing plan. This component of the process may be necessary on a yearly basis. Surveillance, coordination and re-evaluation are accomplished concurrently thus establishing an interactive procedure which promotes plan refinement. The re-evaluation includes all segments of the initial plan except data collection which is a surveillance function. However, the degree of analysis of elements is dependent on the factors which have developed the re-evaluation requirement.

4. Special study. The examination of new issues relevant to airport system analysis can be accomplished within the framework of the update process or as separate supplemental studies. This element may be required on only an intermittent basis, but it does provide the flexibility to address new issues or to fill gaps in the existing plan.

5. Reports. These are necessary to document update activities and to demonstrate to the public that the process is taking place. Reports also enhance the capability to carry out effectively the service and coordination functions.

These elements just described are to be the body of the System Plan update for Montana. It's a continuous process that never stops. Changes in requirements and circumstances will occur which may require adjustment of the plan. Aeronautical activity is influenced by economic trends and energy costs; the financial feasibility of developing airports is subject to availability of local, state and federal resources; and environmental compatibility requirements are influenced by changes in national, state and local policies. Because of changes in the many issues and variables influencing a plan, it is necessary to establish a planning capability to monitor and assess the effects of these changes with the objectives of maintaining a plan responsive to current and forecast conditions.



STRAND AVIATION, INC. Kalispell City Field

By: Kermit Anderson

A brief layover and turnaround on a recent air trip to Kalispell City Field gave us an opportunity to talk with the proprietor of Strand Aviation.

Ten years ago, Myron K. (Mike) Strand bought his first airplane and began a fixed-base operation, located then on the west side of the Kalispell City Field, with his office set up in a trailer house. Strand moved the base of operations to the east side of the field in the summer of '66, on property originally leased from the city. Subsequently he was able to buy the property, and promptly began putting up his present office buildings, hangar and shop. Mike's operation is a family-owned corporation.

The business is ideally located so far as general aviation pilots and their passengers are concerned. The field itself is adjacent to U.S. Highway 93S, running into the city of Kalispell, and only a short walk—for those so constituted—to the Outlaw Inn, a first-rate motor hotel, restaurant and convention center.

If one arrives by air—Flathead Lake and the whole of Flathead Valley are almost indescribably beautiful—and makes an approach and landing on the 3,660 foot runway 31, he will have Strand's parking area on his right, near the north end of the field.

The business office is modern and pleasant, with a bustling air about it. Obviously, with a flight school facility, up-to-date training equipment, and

small pilot's lounge, the itinerant flier is made to feel right at home.

For the passenger or pilot who arrives by auto, ample parking area is furnished alongside a well-kept headquarters set off by attractive shrubs, flowers and gravel pathway.

In his advertising, Mike lists the following services: Charter Service—Pilot School—FAA and GI Approved Helicopter Training—Commercial—Instrument—Multi-Engine—Seaplane—Aerial Photography—Air Ambulance—FAA Approved Repair Station—Piper Sales and Service.

Mike keeps two flight instructors busy, along with two full time pilots and 6 part-time pilots. He keeps 4 men in the shop. Union 76 aviation fuel is available, and most credit cards are accepted.

Mike and his wife, Marilyn, have five children.



Tiedown area at Strand Aviation, Kalispell City Airport.

THE BALLAD OF HEZIKIAH DYER

By: HARRY W. DEMMERLY

Hezekiah Dyer, that thick headed flyer,

Was too set in his ways and too dense.

The things that he'd do, would scare me and you.

He certainly showed no good sense.

Evincing no care, with an attitude rare,

In the air he was a man that was wild,

But Hez the bold, could never be told,

He was a grownup, delinquent child.

His buddy J. Brown was always around,

To warn Hez of some plight.

But it goes without mention,

Hez paid no attention,

To Brown, who he though always showed fright.

I'll go see my chick, who lives by the crick,"

Said Hez with a grin on his face.

"I've landed before, right at her front door;

I can put this crate down anyplace."

"Hez, you're a clown, said J.

Brown with a frown,

"you can't land at all in that muck."

But said Hez with sage smile,

"I'll not end up in a pile."

'Cause I just have all kinds of luck."

So he landed in the mud, with a bang and a thud.

There was a terrible smack.

The wheels were stuck in that

Thick gooey muck,

And the plane ended up on its back.



Ted Schwinden speaking at the Saturday banquet of the Flying Farmer Convention, Lewistown.



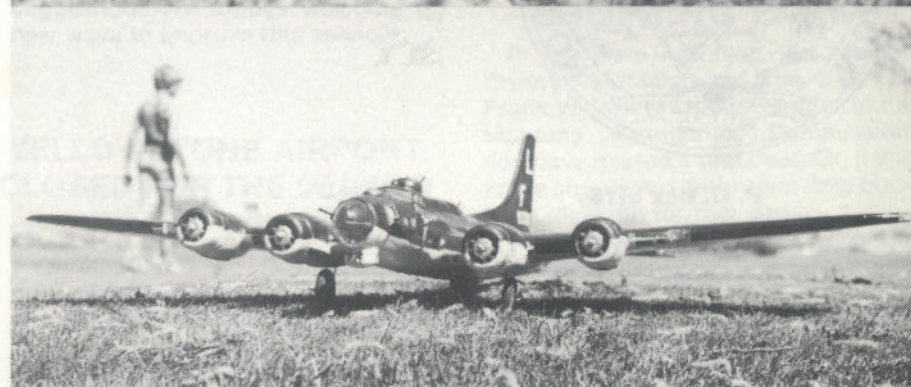
International Flying Farmer Treasurer Carl Ray from Texas congratulating the newly elected Montana Flying Farmer officers at the state convention in Lewistown.



Interested participants at the business sessions of the Flying Farmer convention at Lewistown.



Flying Farmer Doug Parrott of Roundup, also a Northwest Airlines 747 pilot, gave APT biennial check rides to all interested flying farmers. Pictured on his left is Woody Leininger, and on his right Sam Langhus.



The photos above show a model of a Boeing B-17, once used by the 8th Air Force. This Sterling kit was put together by Scott Warden, Jr., and has the combat markings of the 452nd Bomb Group which flew out of England. The model is gas-powered and has a 39-inch wingspan. Scott Warden, Sr. of Helena, says the model is a spittin' image of the B-17 he flew in during the war. It was called "Hairless Joe." Warden "flew ball turret and watched 'Hairless Joe' blow up while being strafed on the ground in Russia—1944. 'Hairless Joe' the 2nd went down over France in 1945 carrying a replacement crew after the original crew had finished their tour."



Passengers waiting to enplane on one of several Boeing 727 charters at Yellowstone Airport.



CALENDAR

October 29-30—Great Falls MPA Fly-In, Jackpot, Nevada.

November 4—Montana Board of Aeronautics meeting, Helena.

November 15-19—ADAP/PGP Training Course, Denver, Colorado.

Where is the richest hill on earth? It's the name usually given to Butte, Montana, site of the Anaconda Company's giant Berkley Pit copper mine. Guided tours of the mines can be arranged through the Butte Chamber of Commerce.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."



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October, 1976

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